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## INTERIOR WATERWAYS.

There is a committee of the House of Representatives on Railways and Canals, but if it ever devotes any of its time to the consideration of the question of such waterways as public highways, it is in the nature of a farce. And yet there is no subject of such general importance as that of interstate canals, on which the farmer's produce can be shipped from the farm to the market at a low rate of freight. It is singularly strange that the farmers of the country have not long since applied this question with a view of influencing not only Congress but the legislatures of the various States. Their profits are eaten up by the heavy tolls exacted from them by the railroads, and yet year after year they tolerate the imposition and make no effort to shake off the burden. All the grain of the West could be transported to Eastern points at a mere fraction of the freight rates now charged by the railroads if interstate canals were in existence.

Now and then a scheme bubbles up in Congress for some ship canal. From time to time we have heard about the Hennepin canal, and the Delaware and Chesapeake canal, and the Illinois and Michigan canal. Report after report has been made, but the matter never went further than this. These, of course, are interstate ship canals in contemplation—intended for the movement of steamships, not the good old tow path canal on which native power is the propelling agent. But even these ship canals, on which freight would be higher, of course, than on the more primitive and less expensive waterways, have been always slowly, but none the less effectively, antagonized by the railway corporations. Even they would be too dangerous competitors for freight, and thus we find that the only canal on which steam power is used, the Erie, though located entirely within the confines of the Empire State, is controlled by the New-York Central Railroad Company.

It needs no great perspicacity, therefore, to comprehend that the railroad antagonists even more determinedly the ordinary canal than its more ambitious brother, for if an interstate system of these lesser canals were in operation the railroads' income from freights would be very considerably diminished. But what would be the railway company's position with respect to the farmer's market, because such of his products as do not suffer from being a week or more in transit he could get to market with a very much larger margin for himself than is possible now when he must pay what the railroads demand or let his produce perish in his barns. Besides, the operation of such canals would have the inevitable effect of forcing down the railroad freight rates, and the farmers would thus be benefited in more than one way.

SMASHING THE RECORDS.

Every American must be proud of the achievement of the St. Paul of the American line in breaking all records of rapid passage across the Atlantic, not because a few hours have been taken off the time needed for making the trip, but because in a few years American shipbuilders have not only equalled but surpassed the best work of the foreign competitors. Just as in the olden days the American clipper ship was the greyhound of the seas and excelled in swiftness the vessels of all other nations, and even as today American yachts prove themselves the speediest in all international races, so American shipbuilders stand before the world now as the constructors of the fastest and most powerful warships and of the swiftest steamships for commercial uses.

While taking a proper pride in this latest feat of one of the vessels of the American line, it should be borne in mind that the building of the St. Paul and the St. Louis was stimulated by the encouragement given the builders by the government. It should also be remembered that in these two ships and their companions, the New York and the Erie, the United States has in case of emergency four of the swiftest cruisers afloat, for the subsidy given the company for carrying the mails makes these vessels available for fighting purposes. The naval appropriation, now under consideration in conference committee, contains a provision for arming them and when they are supplied with their complement of guns, the government will have, in case a war should break out at a moment's notice, four commerce destroyers, from which the vessels of no hostile nation would be able to escape.

The St. Paul was designed by Americans, built by Americans, is manned by Americans, and sails under the American flag. She is a credit to the country and a naval skill, and with her sister ships and their companions, the New York and the Erie, the United States has in case of emergency four of the swiftest cruisers afloat, for the subsidy given the company for carrying the mails makes these vessels available for fighting purposes. The naval appropriation, now under consideration in conference committee, contains a provision for arming them and when they are supplied with their complement of guns, the government will have, in case a war should break out at a moment's notice, four commerce destroyers, from which the vessels of no hostile nation would be able to escape.

GREATER NEW YORK'S PROJECT.

The proposition has been brought in New York that a fitting celebration of the organization of the second greatest city in the world and of the real "fin de siècle" would be an international exposition in the year 1900. True, less than four years remain for the preparation of an enterprise that would have to be conceived and executed upon a gigantic scale and conform, at the same time, to the highest exactions of artistic perfection, in order to be a worthy successor of the Chicago World's Fair, and there is also the plan for an exposition in Paris in that year, but still the project is fascinating. Those who have suggested it believe that American pluck, energy, and enterprise can overcome obstacles even greater than those that seem to be in the way here, and that New York will not fall where Chicago succeeded.

It cannot be denied that such an exposition would ideally signalize the closing of the nineteenth and the opening of the twentieth century. If it is found to be practicable to make all the necessary arrangements for so vast an undertaking in the comparatively short space of three and a half years, New York is wealthy enough to carry it through financially without any assistance from the general government, though, of course, the United States would make an exhibit in keeping with the dignity and grandeur of the occasion. The development of the idea will be watched with interest in every part of the Union.

TIMES "AD" DID IT.

Five Hundred Dollar Dog Recovered Through the Best Medium.

Editor Times: I beg to express my appreciation of your valuable paper. My stolen five hundred-dollar dog was located through an ad in The Times, by the sheriff at Hyattsville, and was returned today.

CHARLES E. BARBER.

## City Brevities

Mr. Ernest Lansing of New York City is at the National Hotel, U. S. N., is registered at the Edith House.

Dr. Bushard W. James of Philadelphia is stopping at Willard's.

Col. John C. Haskell of South Carolina is registered at the Raleigh.

Mr. and Mrs. A. P. Carter of Philadelphia are stopping at the Raleigh.

The first swan hatched at the Zoo is the latest addition to the colony out there.

Mr. and Mrs. Robert Roach of Phoenix, R. I., will be at the National Hotel for a few days.

The work of transforming Metzerott Hall into a grand opera house was begun yesterday.

The first work is being put in position in the new Washington and Georgetown depot in Georgetown.

The resignation of Fred L. Rice from the police force was accepted yesterday, to take effect at the National Hotel for a few days.

Another of the huge dynamo for the Metropolitan Railway power house, arrived yesterday afternoon.

Private Policeman Crane shot a mad dog on College Hill northeast, on Friday last, the first of the season.

The regular meeting of the board of trustees of the public schools will be held on Tuesday evening next.

Mr. and Mrs. Edward Kendall and Mrs. J. H. Kendall and children of Cambridge, Mass., are at the Metropolitan Hotel.

Mr. Y. Galt of Paris, France, who is making a tour of the United States, is registered at the Metropolitan Hotel.

The Treasury gold reserve at the close of business yesterday stood at \$106,412,768. The day's withdrawals were \$17,700.

The Senate yesterday confirmed the appointment of John J. Hill as chief examiner of the Civil Service Commission.

Judge Cole has announced that he will pass sentence next Monday in the two embezzlement cases where convictions were found.

At the meeting of the Washington Electrical Club tomorrow evening a paper on "Magnetism" will be read by President M. O. Spring.

Minister Terrell, who arrived from his home in Texas yesterday, is at the Riggs House. Mr. Terrell will remain in the city for several days.

John Burgess, alias Riley, was arrested last night by Officer McDaniel of No. 3 station for committing an assault and battery on B. Martin.

Secretary Carlisle has appointed Paul E. Flynn, chief clerk of the repair department, to the office of the Treasury Department, at \$2,500 per annum.

Yesterday morning between 4 o'clock and sunrise the moon and Mars performed a pretty celestial dance. Mars has begun to show up brilliantly.

The travel down the river last night for the various resorts was the largest this season, although the weather was not particularly good.

The lawn party and festival given by Columbia Lodge, No. 24, I. O. O. F., at 1913 Ninth street northeast was a success socially and financially.

Frank Shaughton and Augustus Miller were arrested last night by Officers Van Horn and Jackson of No. 3 station for assaulting Mary and Rosa Williams.

The regular monthly meeting of the Northwest Washington Fire Association will be held Monday, June 8, at 7:30 p. m., at Eleventh and H streets northeast.

Karl Lask and Peter Constant, hockeys, were arrested last night by Policemen Van Horn and Jackson of No. 3 station for disturbing the peace in the streets around the O street market with their push carts.

Postmaster General Wilson left yesterday for his home, Charleston, S. C., to remain over Sunday, his family having gone to his summer home during the hot season.

H. W. Van Selden, private secretary of Secretary Carlisle, and Charles Johnson, chief of the Bureau of Engraving and Printing, have returned from a ten days' visit to Kentucky.

John Ryan was locked up at the Second precinct station yesterday afternoon by Policemen Gibson and his family having gone to his summer home during the hot season.

A fire which damaged property and property to the amount of \$150 occurred yesterday at the home of L. Gullini, 308 Twelfth street northwest, caused by the explosion of a gasoline stove.

The receipts from internal revenue yesterday were \$456,537, from customs, \$382,555; and miscellaneous, \$492,975. The national bank notes received from redemption amounted to \$222,125.

Mahaly Shepherd, a colored servant, was arrested yesterday afternoon by Detective Barnes and locked up at No. 2 station for stealing a quantity of clothing from Emilie Stowers, No. 218 L street northwest.

Mrs. B. K. Bruce, Mrs. Jesse Lawson, Mrs. E. A. Clark and others will tell of the work done by the women of the city in the vicinity of Howard University, during the present year, at the lyceum of the Second Baptist Church this (Sunday) afternoon, at 4 o'clock.

A local alarm was turned in yesterday afternoon for a slight blaze in a shed at the rear of William Shugart's residence, No. 137 D street northeast. The cause of the fire was a defective stove. Citizens extinguished the flames without the aid of the engine.

The Commissioners ordered yesterday that the sum of \$75 be paid to the families of each of the fire victims whose lives were sacrificed in the fire on Louisiana avenue on the 18th of May. The money being intended to meet the funeral expenses in each case.

The arrest of two "plain drunks" and three drunks and disorders was the extent of the business done in No. 7 station police circles last night. The disorders were making M. O. street, better known to the police force as "Boston," and were run in for safe keeping.

The President has recognized Antonio Guzman as vice consul of Brazil at New York. Vice Consul Ferreira da Silva Couto as vice consul of Brazil at Baltimore; Daniel P. F. Cardoso as vice consul of Brazil at New Orleans; and G. G. Griffith as honorary vice consul of Spain at Detroit.

Three very diminutive pickaninnies tried the open-air concert business last evening as a means of replenishing their depleted treasury. Seating themselves on the curb corner of Tenth and D streets northwest, they sang away for dear life. A crowd gathered, but the street car conductor passed the hat the audience failed to respond, and the little band moved on.

Shot by Unknown Men.

Milwaukee, Wis., June 6.—J. H. Thomas, residing at the Milwaukee Club, was shot on the leg below the knee while riding in a car on Walnut street, near Eighteenth street, shortly after midnight. Five shots were fired at the car by unknown persons, supposed to sympathize with the striking street car employees.

Driven From Home by Water.

Salina, Kans., June 6.—Gypsin City, a small town situated on the banks of the Salina River, was flooded and people were compelled to flee from their homes. Water was running through the main street two feet deep yesterday. At Brookville, eight miles west, the water is nearly as bad.

If you desire to exchange your house for a lot or your lot for a house, apply at The Times Real Estate Bureau.

## COOK ROOM CALLER

THERE have been two scenes in the Senate during the past few days. One was a speech of the venerable Senator from Vermont on the tariff question. He spoke for nearly an hour, and was listened to with marked attention. It was probably his valedictory, and thus fact perhaps had much to do with his oration. He is over eighty-six years of age, and is just counting out a thirty-years service in the Senate.

The second was the declaration of Senator Palmer, of Illinois, that he was about to resign his private life. He said he was the fashion of the day, and that in the course of human events he could not expect to come into fashion again. He is eighty years old, and as he said, for three scores years and ten he has taken part in all political events. Neither man has ever been heard in the Senate again.

SENATOR BRICE is a great admirer of the Senator from Vermont. The latter gentleman has been invited to his residence in the city and before reaching it he was in the lounge in his private room told his clerk that he was not in to any one. A few minutes later the Senator from Vermont entered the room and inquired if Senator Brice was in. "No, sir," was the response of the clerk, but he invited the Senator to call on him. "I will do so," said Senator Brice, "just as the tramp did who was kicked out of the stable of the hotel. He found a pointer on every landing."

But it is better than the scene in one of the towns out in Ohio. The natural gas company out there couldn't make things any. After trying a long while they came to the conclusion to have the pipes, which were partly laid under the river, burst. They burst in due time, and in still later due time the citizens became suspicious. The longer they talked about the matter they were the more suspicious they became. The company had played them a trick.

"One evening the subject was the topic of discussion, as usual, among the group of loungers at the Hotel. After the question had been discussed for some time, one man said:

"Indeed, sir," said a red-headed gentleman, "you have not tried to make a suit for me. I am a man of the company are absolutely true. I know so, for I am its president."

"And I know they are false, sir," answered the first speaker, "for I am the man who plunged the pipes."

CONGRATULATIONS are still pouring in on Senator Burrows, of Michigan, who was elected to the Senate yesterday. He is a man of the company are absolutely true. I know so, for I am its president."

"And I know they are false, sir," answered the first speaker, "for I am the man who plunged the pipes."

Mr. Burrows has observed the traditions of the Senate since he has been a member of that body and has not spoken after. He surprised his friends and admirers. All the speeches he had made had been in the House, and he had never spoken in the Senate. He was a man of the company are absolutely true. I know so, for I am its president."

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## HINES AGAIN IN TROUBLE

New Alexandria Constable Fined for Drawing a Pistol.

First Train Over the New Electric Road—Prize Awarded at the Theological Seminary.

In the police court yesterday Harry Hines, a constable at New Alexandria, was fined \$2.50 for drawing his pistol on William Shepherd. Shepherd was also fined \$2.50 for disorderly conduct. Both Hines and Shepherd were charged with disorderly conduct and assaulting another colored woman.

The prize of \$100 offered to the student of the theological seminary for the best extemporaneous speech was awarded to Mr. Alfred by the committee, composed of students. The contest took place in the hall, Seminary Hill, Friday night, and was participated in by Messrs. Alfred, Backner, Lee, Carpenter, Gibbons and Pendleton.

As stated in yesterday's Morning Times, in the contest for the Alexandria Green medal on Friday, Mr. J. Johnston Green came out victorious. The following is the list of the winners: Mr. J. Johnston Green, 1st; Mr. J. Johnston Green, 2nd; Mr. J. Johnston Green, 3rd; Mr. J. Johnston Green, 4th; Mr. J. Johnston Green, 5th; Mr. J. Johnston Green, 6th; Mr. J. Johnston Green, 7th; Mr. J. Johnston Green, 8th; Mr. J. Johnston Green, 9th; Mr. J. Johnston Green, 10th.

Dr. William R. Purvis, who has been attending Will Bright, the boy who was shot by Officer Hall several weeks ago, stated yesterday that he felt confident that the boy would recover. The wounded boy had been in the hospital for several days, and yesterday the attending physician and his assistants at the infirmary had very slight hopes of Bright's recovery.

The first train over the Washington, Alexandria and Mount Vernon Electric Railway, which left the Washington terminus of the road at 10 o'clock yesterday, after a run over the Kingston branch, arrived in this city about 2 o'clock. A number of Alexandria officials accompanied the officers on their spin over the road. After a short stop in Alexandria the train was continued to Mount Vernon. The train was composed of a Pullman, a baggage car, and a passenger car. The train was very comfortable and the ride was very pleasant.

Miss E. C. McKnight has been elected secretary of the Alexandria Kindergarten Association. Vice Miss Louise McKnight, resigned.

Mrs. James T. Gorman, aged seventeen years, died after a long illness at her home in Washington, D. C., yesterday. She leaves a husband and two children.

The first carload of peaches of the season passed through this city last night for northern markets, over the Southern Railway.

The committee on public property of the city council with the president and several members of the Alexandria Fire Company will visit Washington on Monday and inspect several engine houses in that city, so as to get new ideas on the construction of a building for the Alexandria engine.

The State Grand Lodge of Samaritans will meet in Suffolk, Va., on June 9. J. M. Buckner of this city is grand chief, and J. M. Buckner of this city is grand chief, and J. M. Buckner of this city is grand chief.

Policeman Young has been detailed as engineer for the William A. Smith wheelbarrow race, which will be held at the Washington Fair Grounds on Saturday next. Detective Sutton of Washington was in the city yesterday seeking information in regard to George McFarley, who was arrested in Washington yesterday for attempting to shoot at officers.

## TO MOUNT VERNON BY RAIL

Test of the New Electric System Successfully Made.

The first trip made over the Washington, Arlington and Mount Vernon Electric Road yesterday from this city to Mount Vernon was in every way entirely satisfactory to management and officers of the new line, who on their